

Montgomery County **RAPID TRANSIT**

BRT CORRIDOR STUDIES



What is Bus Rapid Transit (BRT)?

LRT on Rubber Tires

- Modern, low floor vehicles
- Multiple door entry
- Advanced fare payment
- Varied runningways
- Stations
- Signal priority/preemption
- Real-time transit info
- High frequency service
- Operates on intervals, not a timetable
- Branded – recognizable and distinct



Why BRT ?

■ Bus Rapid Transit (BRT)

- Uses our rights-of-way more efficiently (maximizes person throughput)
- Flexibility
- Reliability
- Ability to attract “choice” riders
- Cost effective



■ Improved, accessible, cost-effective transit service

- Support planned transit-oriented development and redevelopment opportunities
- Improve bus transit operations
- Provide an environmentally prudent and sustainable transportation alternative
- Improve accessibility to employment and services for transit dependent populations

Countywide Transit Corridors Functional Master plan

What it does:

- Recommends implementing a 102-mile bus rapid transit (BRT) network comprising 10 corridors and the Corridors Cities Transitway
- Recommendation to create dedicated lanes for bus transit along certain segments
- Recommends locations of proposed stations
- Establishes public rights-of-way to implement the BRT network

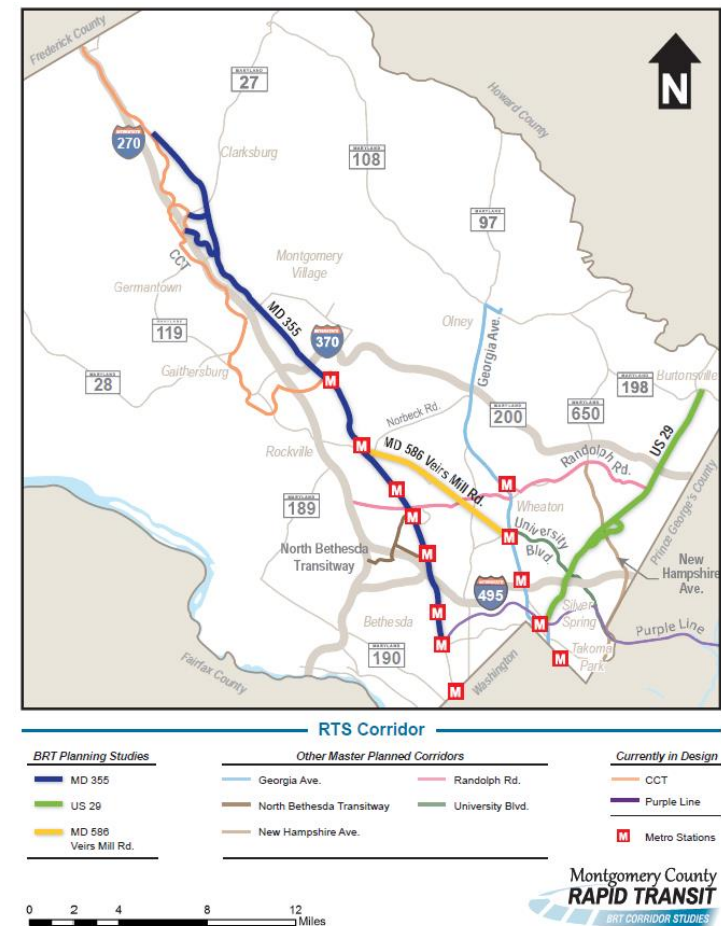
What it doesn't do:

- Does not endorse specific “treatments” to determine whether:
 - A dedicated lane should be in the median or on the curb
 - Right-of-way could accommodate bi-directional BRT, or if single reversible lane could achieve the same objective
 - Dedicated lanes achieved by repurposing are warranted (requires further detailed traffic analysis and ridership forecasts)
- Does not recommend staging or phasing to implement the BRT corridors

This master plan is no different from other road projects recommended in master plans for which alternatives are reviewed and subject to considerable community feedback

Current Planning for BRT

- The Master Plan recommends 10 BRT corridors; the initial priority is to conduct three (3) corridor studies (in addition to design of Corridor Cities Transitway):
 - MD 355 (both North and South segments)
 - US 29
 - MD 586 (Veirs Mill Road)



Corridor Advisory Committees (CACs)

- Approximately 150 total CAC members
- CACs meet regularly with the project team to review information, ask questions and provide feedback.
- Feedback is reviewed by the project team and meeting summaries are published on the project website.
- CACs are **advisory committees** and not decision-making committees.
- Part of a broader community engagement process.



Montgomery County BRT Projects – Funding Status

Project	Planning	Design	ROW Acquisitions	Construction
CCT – Phase I	\$ 45.8 M	\$ 35 M	\$ 35 M	
MD 355	\$ 6.5 M ^a			
US 29	\$ 3 M ^a			
MD 586	\$ 6 M			

* = UNFUNDED Phase

a = PARTIALLY FUNDED Phase

Thank you

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